WEBSTER'S DICTIONARY.
SIX DOLLARS ONLY.
AT
The Hongkong Telegraph, Office.

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS ORIENTAL AGENCY.
Sole Agents for the UNITED ASBESTOS COMPANY, LT'D. LONDON.
DODWELL, CARLILL & Co., General Agents.

NEW SERIES No. 888. 日八初月三年四十二緒光 THURSDAY, APRIL 28, 1898. 四拜禮 號八廿月四英港香 THIRTY DOLLARS PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISH 1880

SUBSCRIBED CAPITAL Yen 12,000,000
PAID-UP CAPITAL 9,000,000
RESERVE FUND 6,660,000

Head Office:—YOKOHAMA.

Branches and Agencies.

KOBE — NEW YORK
LONDON — LYONS
SAN FRANCISCO — HONOLULU
BOMBAY — SHANGHAI

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION BANK OF LONDON, LD.

HONGKONG AGENCY:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent per Annum on the daily balance.
On fixed deposits for 12 months at 5 per cent.
" 6 " 4 "
" 3 " 3 "

S. CHOH,
Agent.
Hongkong, 11th March, 1898. [382

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital.....£1,000,000
Paid up Capital£ 324,374

HEAD OFFICE:—HONGKONG.

Court of Directors:—
D. Gillies, Esq.
J. T. Lauts, Esq. | Chow Tung Shang, Esq.
Chan Kit Shan, Esq. | Kwan Hoi Chuen, Esq.
Chief Manager,
G. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per Cent.
On Current Account, Daily Balances 2 per Cent. per Annum.
Hongkong, 30th November, 1897. [8

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL$10,000,000
RESERVE FUND$ 8,000,000
RESERVE LIABILITY OF PROP'TORS...$10,000,000

COURT OF DIRECTORS:
Hon. J. J. BELL-IRVING.—Chairman.
R. M. GRAY.—Deputy Chairman.
C. Beurmann, Esq.
G. D. Böhling, Esq. | A. L. Raymond, Esq.
G. B. Dodwell, Esq. | R. L. Richardson, Esq.
David Gubbay, Esq. | R. Shewan, Esq.
A. Haupt, Esq. | N. A. Siebs, Esq.
CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.
MANAGER:
Shanghai—J. P. WADE GARD'NER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

INTEREST ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
T. JACKSON,
Chief Manager.
Hongkong, 12th February, 1898. [9

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3½ PER CENT. per annum.
Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 1st August, 1895. [10

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP£800,000
RESERVE LIABILITY OF SHAREHOLDERS£800,000
RESERVE FUND£375,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months... 4 per cent.
" " " 6 " ... 3½ "
" " " 3 " ... 2½ "
T. H. WHITEHEAD,
Manager, Hongkong.
Hongkong, 2nd June, 1897. [31

Entertainment.

VOLUNTEER HEADQUARTERS.

PROMENADE CONCERT
OPEN AIR THEATRICALS
AND
ANNUAL DISTRIBUTION OF PRIZES,
(By LADY CARRINGTON)
ON
SATURDAY, the 30th April, 1898,
at 9 P.M.

ADMISSION.....$1

The proceeds to be used in aid of the Band Fund.
TICKETS at Messrs. LANE, CRAWFORD & Co's. Music Depot.
Hongkong, 25th April, 1898. [563

Notice of Firm.

HONGKONG AND CHINA GAS CO., LIMITED.

NOTICE.

DURING my temporary absence from Hongkong Mr. W. S. BAMSEY will act as Local Secretary to the above Company.
FRANK COLLINS.
Hongkong, 25th April, 1898. [559

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
SHANGHAI	*Bengal*	L. M. Wilmer, R.N.R.	4 P.M., 29th April	Freight or Passage.
LONDON, &c.	*Verona* †	S. Barcham	Noon, 30th April	Freight or Passage.
JAPAN	*Rosetta**	E. P. Bishop	Daylight, 1st May	Freight or Passage.
JAPAN, &c.	*Malacca**	E. R. Dowell, R.N.R.	Noon, 3rd May	Freight or Passage.
LONDON	*Manila*	R. L. Haddock, R.N.R.	About 5th May	Freight or Passage.
LONDON	*Formosa*	A. G. Cubitt, R.N.R.	About 14th May	Freight or Passage.

* (Passing through the Inland Sea). † (See Special Advertisement).

For Further Particulars apply to
H. A. RITCHIE, Superintendent.
Hongkong, 28th April, 1898. [5

CURRY
TRY THE AT THE HONGKONG HOTEL.

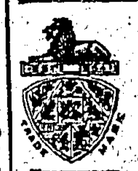
DRAUGHT ALE AND STOUT.

SOLE AGENTS FOR THE SHANGHAI BREWERY.

KILDERKINS (18 gals.)..... $19
FIRKINS (9 gals.)..... $11

$3 allowed for empties when returned.

H. PRICE & CO.,
WINE AND SPIRIT MERCHANTS,
No. 12, QUEEN'S ROAD CENTRAL.
Hongkong, 27th April, 1898. [20



FROM
"IRISH DAILY INDEPENDENT."
FEBRUARY 24th, 1898.

"There is to be a new Irish invasion of the House of Commons. So many people have of late demanded Sir JOHN POWER & CO'S IRISH WHISKEY, that the Kitchen Committee have, I am given to understand, made up their minds that the sale of spirituous liquors in the Palace of Westminister (unlicensed) is to be increased by the illegal supply of popular measures of that well-known Dublin brand. The agitation for the inclusion of Power's Whiskey in the lists of liquors supplied at the House bars was, I may mention, started so far back as the beginning of last session. It was purely a matter of taste not of trade, and up to the present date Sir JOHN POWER & Co. were in blank ignorance of the whole affair."

CALDBECK, MACGREGOR & Co.,
Sole Agents for
POWER'S IRISH WHISKEY.
15]

THE CLUB HOTEL, LIMITED.

No. 5-B, BUND, YOKOHAMA.

A FIRST-CLASS HOTEL Centrally situated, well furnished and supplied with excellent Cuisine and Good Wines.
The Company's Steam-launch attends the arrival and departure of all Mail Steamers.
Special attention paid to the Comfort of Visitors.
E. V. SIOEN, Manager,
Yokohama, 1st October, 1897. [36

W. POWELL & CO.

Ex. S.S. CANTON.

OUR SUMMER STOCK
OF
ART MUSLINS
AND
LACE CURTAINS.

SOME VERY PRETTY SPECIALITIES. [17

Intimations.

UNITED ASBESTOS ORIENTAL AGENCY. LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS COMPANY, LIMITED, LONDON,
CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best quantities.
ESTIMATES given for every DESCRIPTION of WORK.
SUPERINTENDENT.....THOS. SKINNER.
27] DODWELL CARLILL & Co., General Agents.

PEAK HOTEL.

1350 FEET ABOVE SEA LEVEL.

A FIRST-CLASS HOTEL adjoining the Tramway Terminus. FINE HEALTHY LOCATION, Commanding Magnificent View of the City and Harbour, the Mainland of China, and numerous Islands. Cool southerly breezes in Summer, with perfect protection against the North-East winds in winter.
Well appointed rooms, attentive service and excellent Cuisine.
J. MARCESSE, *Chef de Cuisine.* GEO. J. CASANOVA, *Manager.*
CRAIGIEBURN will be open on June 1st for terms apply to MANAGER, PEAK HOTEL.
CITY OFFICE, No. 7, Duddell Street. [28

CHAMPAGNE.

	1 doz. quarts,	2 doz. pints.
G. H. MUMN & Co.	$35.50	$37.50

WHISKY.

	1 doz. bottle.
DEWAR'S "IMPERIAL INSTITUTE"	$10.50
McCREADIE'S "SPECIALLY SELECTED"	10.50

PORT WINE.

	1 doz. bottle.
GUEDES "3 GRAPE" BRAND	$24.00

SHEWAN, TOMES & Co.,
Agents.
Praya Central.
32]

A STARTLER!!

LIFE AND STRENGTH

IN EVERY DROP.
Yet nothing intoxicating or harmful. Good, and good only.
Power and suppleness for the Muscles, warmth and richness for the Blood, steadiness for the Nerves, and clearness for the Head, follow the use of

CHAMPAGNE BITTERS.

It seems to contain those subtle principles of VATALITY which elude analysis. Under its influence the HEART beats strongly and regularly, the Fancy plays more freely, the Mind is active and acute, and the capacity for Work and Enjoyment increases.
THIS RARE TONIC-STIMULANT ABATES PAIN, BANISHES FATIGUE, AND HASTENS CONVALESCENCE.
Splendid for the Aged and for Chronic Invalids.

CHAMPAGNE BITTERS.

WATKINS & CO. Apothecaries Hall. [14

THE PHARMACY.

HAVE NOW A LARGE ASSORTMENT OF ATKINSON'S PERFUMES AND ARE SOLE MANUFACTURERS OF
WHITE HEATHER BOUQUET.
Sole Agents for VIN PASTEUR the great French Nerve Tonic.
Also Sole Agents for the now well-known JAPANESE TABLE WATER
TANSAN.
FLETCHER & CO.
and
CARMICHAEL & CO.
23]

W. BREWER & CO.

JUST LANDED.

NEW AND LARGE STOCK OF LADIES' AND GENTLEMEN'S
BOOTS AND SHOES
BEST ENGLISH MAKE.
Queen's Road,
Hongkong, 10th February, 1898. [16

WANTED Immediately PROBATIONER NURSE at the GOVERNMENT CIVIL HOSPITAL, Hongkong, aged from 18 to 25 years. A Knowledge of English is essential. Further particulars as to agreements, salaries, &c. can be obtained of the
MATRON.
Hongkong, 21st April, 1898. [554

HONGKONG CLUB.

NOTICE.

APPLICATIONS for the post of STEWARD in the above CLUB will be received by the Undersigned.
C. H. GRACE,
Secretary.
Hongkong, 31st March, 1898. [450

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

SANITARY SOFT SOAP.
"JEYES FLUID"
THE BEST DISINFECTANT
DISINFECTANT SOAP.

AVOID ALL RISK OF OUTBREAK BY ITS USE.
W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 9th March, 1897. [11

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS of TWENTY per cent upon contributions for the year 1897 has been Declared.
WARRANTS will be issued on the 9th May.
By order of the Board.
N. J. EDE,
Secretary.
Hongkong, 20th April, 1898. [551

GREAT EASTERN AND CALEDONIAN GOLD MINING CO., LIMITED.

NOTICE is hereby given that a CALL of $1 per Share has been made in respect of the Shares in the above-named Company not fully paid up and that such call is PAYABLE on the 2nd May next, to the Company's Bankers, THE HONGKONG AND SHANGHAI BANKING CORPORATION, Hongkong.
LUTGENS, EINSTMANN & CO.,
General Agents.
Hongkong, 31st March, 1898. [452

CARBOLINEUM-AVENARIUS
USED FOR OVER 20 YEARS.
With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.
Sole Agents for China,
LUTGENS, EINSTMANN & Co.
Hongkong, 14th September, 1896. [18

Auctions.

BY ORDER OF THE COURT.

PUBLIC AUCTION.

MESSRS. HUGHES and HOUGH have received instructions from BRUCE SHEPHERD, Esq., the Official Receiver of the estate of TSO CHEONG, in Bankruptcy, acting under an Order of the Supreme Court of Hongkong,
to Sell by
PUBLIC AUCTION
ON
TUESDAY,
the 3rd May, at 3 o'clock P.M.,
at their OFFICE, Praya Central, the following VALUABLE RECLAMATION PROPERTY viz:—
All the Benefit, Interest and advantage of and in the RECLAMATION AGREEMENT of MARINE LOT No. 199.
The Sale is made with the concurrence of all Parties Interested.
The Reclamation has been Completed and is ready for Building purposes, and possession has been given by the GOVERNMENT.
The RECLAMATION has a Frontage to the NEW PRAYA of 165 feet, 8 inches, with a depth of 160 feet, and contains an Area of 26,507 Square feet.
Only one half of the 1st Instalment of the Moneys Due under the Reclamation Agreement (amounting to $7161.00) remains to be paid if called up, and the Sale will be Subject to this and to the Payment of the ANNUAL CROWN RENT of $488.
The PROPERTY will be first offered in *One Lot*, and if *not* Sold as One Lot will be put up in *Two*
For further Particulars and Conditions of Sale, apply to
Messrs. HUGHES & HOUGH,
the Auctioneers;
or to
Messrs. DEACON & HASTINGS,
35, Queen's Road,
Vendor's Solicitors.
532]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by
PUBLIC AUCTION
ON
BOARD at NOON, the 9th May, 1898.
H.M.S. 'VICTOR EMANUEL,'
As she lies in HONGKONG HARBOUR with the exception of Anchors, MOORING GEAR, and BOAT and BOAT GEAR.
Length between Perpendiculars 230 ft.
Extreme Breath, 55 ft. 5 in.
Displacement, 5,157 tons.
BUILT of WOOD, COPPER SHEATHED and FASTENED, WOOD BEAMS, MAIN MAST is of IRON, REMAINS of PUMPS and PIPES in the Ship are generally of COPPER or BRASS.
A List of fittings to be Sold with the Ship may be seen at the OFFICE of the NAVAL STORE KEEPER and of of the AUCTIONEERS.
TERMS.—Cash before delivery and the Clearance to be effected within Seven Days after date of the Sale.
A Launch will leave MURRAY WHARF at 11 A.M. and at 11.45 A.M., on the day of the Sale to convey intending Purchasers.
Inspecting orders can be obtained from the Auctioneers.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 25th April, 1898. [562

Insurances.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.
SIEMSSEN & Co.
Hongkong, 28th May, 1895. [18

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL, TAELS 600,000 } $833,333.33.
EQUAL TO
RESERVE FUND $318,000.00.

BOARD OF DIRECTORS.
LEE SING, Esq. | LO YEUK MOON, Esq.
LOU TSO SHUN, Esq.
MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the World.
HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 17th December, 1887. [29

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED$1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.
CHAU TSEUNG FAT,
Secretary.
HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 25th May, 1897. [30

MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office:—TOKIO.
Branch Offices:—
LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHWANG and all Ports in JAPAN.
Agencies:—
Mitsui Coal Mines.
Ohmaru Coal Mines.
Kamada Coal Mines.
Tokyo Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Imperial Government Paper Mills, Japan.
Cotton Cleaning and Wkg. Co., Shanghai.
Oiseda Cement Company, Japan.
Kanegafuchi Cotton Spinning Mill, Japan.
The Miike Cotton Spinning Mill, Limited.
Tokyo Cotton Spinning Mill, Japan.
Hayashi Clock Factory.
Hongkong, 12th December, 1896. [45

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by
PUBLIC AUCTION,
ON
SATURDAY, the 30th April, 1898,
at 2.30 P.M.,
at his SALES ROOMS, DUDDELL STREET,
A LARGE QUANTITY OF
GENT'S SUIT LENGTHS suitable for the Season, such as :—
TROPICAL TWEEDS, CASHMERES, STRIPED SERGES, CRICKETING FLANNELS, &c., &c.
Also
A QUANTITY OF
LADIES' DRESS MATERIAL, STOCKINGS, FLANNELETTES, &c., &c.
On View from FRIDAY, the 29th instant, 1898.
TERMS :—As Customary.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, 28th April, 1898. [577

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship
"HAITAN,"
Captain Hall, will be despatched for the above Ports, on SUNDAY, the 1st May, at Daylight.
For Freight or Passage apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 28th April, 1898. [575

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI.

THE Company's Steamship
"FORMOSA,"
Captain Douglas, will be despatched for the above Ports, on SUNDAY, the 1st May, at Daylight.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 28th April, 1898. [576

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship
"ANTENOR,"
Captain Jackson, will be despatched as above on THURSDAY, the 12th May.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 28th April, 1898. [578

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"BENGAL,"
FROM BOMBAY, COLOMBO AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.
This vessel brings on Cargo :—
From London, &c., *ex* S.S. *Himalaya*.
From Australia, *ex* S.S. *India*.
From Persian Gulf, *ex* S.S. *Patna*, *Kilwa* and *Simla*.
Optional goods will be landed here unless instructions are given to the contrary before 10 A.M. TO-MORROW.
Goods not cleared by the 4th May at 4 P.M. will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.
H. A. RITCHIE,
Superintendent.
Hongkong, 28th April, 1898 [1-w 5

"GLEN" LINE OF STEAM PACKETS.

FROM ANTWERP, LONDON AND STRAITS.

THE Steamship
"GLENOGLE,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.
Cargo remaining undelivered after the 5th May will be subject to rent.
No Fire Insurance has been effected.
Consignees are requested to present all Claims for damages and/or shortages not later than the 12th May otherwise they will not be recognised.
Bills of Lading will be countersigned by
JARDINE MATHESON & Co.,
Agents.
Hongkong, 28th April, 1898. [1-w 574

NOTICE!

THE *Hongkong Telegraph* is for sale at TEN CENTS PER COPY at the "HONGKONG TELEGRAPH" OFFICE, the HONGKONG HOTEL, KOWLOON HOTEL, HUNGHOM HOTEL, PRAYA EAST HOTEL, BAY VIEW HOTEL, and from the
TELEGRAPH'S NEWSBOYS
who call at Kowloon Wharf, Pedder's Wharf, Murray Wharf and all the hotels in Wanchai and the City of Victoria every evening. It is also procurable, at 10 cents per copy, from the
TELEGRAPH'S GIGMEN AND A NEWSBOY
who call on board all vessels arriving in the waters of the colony.
N.B.—The *Telegraph's* newsboys and gigmen have received special instructions to charge only 10 cents per copy for the paper and if they ask for 20 cents it is done in violation of their instructions, and the Manager will therefore be glad to hear from anyone who is asked to pay more than *ten* cents.
All complaints respecting irregularity in the delivery of the *Telegraph* to subscribers or as regards any overcharge by the newsboys or gigmen should be addressed to
The Manager
"HONGKONG TELEGRAPH" OFFICE,
No. 6, Pedder's Hill,
Hongkong, 20th December, 1897. [1515

Intimations.

DAKIN, CRUICKSHANK & COMPANY,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.
SODA WATER.
LEMONADE.
GINGER ALE.
SARSAPARILLA.
RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.
Special terms to HOTELS, CLUBS, MESSES and other Large Consumers.
Any complaints should be addressed to the Manager.
Hongkong, 1st March, 1897. [30

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, *Hongkong Telegraph*" and not to the Editor.
Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.
Communications intended for publication must be accompanied by the name and address of the writers, not necessarily for publication; but as evidence of good faith.
Whilst the columns of the *Hongkong Telegraph* will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

A. S. WATSON & CO.,
LIMITED.
ESTABLISHED A.D. 1841.

WINES & SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best growths at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on Application.
PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.
SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.
CLARET.—Our Clarets, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currants, as is generally the case with Cheap Wines.
BRANDY.—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.
WHISKY.—All our Whisky is of excellent quality and of greater age than most brand, in the market. The SCOTCH WHISKY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.
Hongkong, 8th December, 1897. [7

The Hongkong Telegraph

HONGKONG, THURSDAY, APRIL 28, 1898.

TELEGRAMS.

["HONGKONG TELEGRAPH" SPECIAL.]

EXCELSIOR!

TSINGTAO, April 27th.

The Kaiser has sent a telegram of congratulation on Prince Henry's arrival at Kiaochow; but Prince Henry has not yet arrived.

[We do not vouch for the authenticity of this telegram.—Ed. *H.K.T.*]

REUTER'S MESSAGE.

THE WAR.

LONDON, April 26th.

The declaration of neutrality has been gazetted in India and the Colonies, and instructions have been issued to enforce the same.

The Washington Government has summoned the different States to furnish quotas of Volunteers. It appears certain that no large body of troops will be sent to Cuba for several months, partly owing to the lack of equipment and partly on account of the approach of the rainy and fever season.

PLAGUE STATISTICS.

During the 24 hours up to noon, 27th April, 14 new cases and 14 deaths from plague were reported, making the total since 1st January (117 days) 658 cases and 582 deaths.

LOCAL AND GENERAL.

THE appointment of Sir Claude Macdonald to be K.C.B. has been formally gazetted.

TWO Chinese charged with thefts of clothing were to-day sentenced to six weeks' hard labour each.

AT the annual meeting of the China Association held on 23rd ult. Sir William Des Vœux, formerly Governor of Hongkong, was elected President for the ensuing year.

IN order to attend the Supreme Court where he is acting as a Nautical Assessor, Capt. Hastings holds his *seances* at the Magistracy at 8.30 a.m. each day and as the charge lists are unusually light just now he is generally "through" by 10 o'clock.

FOUR Belgian officers will shortly leave for China in order to reorganise the Chinese field and siege artillery. The members of the mission are all prominent officers in the Belgian army and are thoroughly versed in the technicalities of their profession.

THE Band of the K. O. L. Regiment will play the following programme at the Officers' Mess to-morrow, commencing at 8 p.m. :—

Overture	The Bohemian Girl	Balfe
Selection	The Gondolier's	Sullivan
Valse	Memories	Lowthian
Gavotte	The First Kiss	Schubert
Selection	La Mascotte	Audran
Valse	La Source	Waldteufel

God Save the Queen.

PEOPLE travelling by the ferry steamers to Kowloon have a great grievance owing to the filthy behaviour of coolies at the wharves there. They use as a latrine the beams under the wharf and disgusting instances of exposure before European women take place there daily. The management of the company should certainly give attention to this matter, it being one that calls for prompt attention.

THE Chinese "Anti-Plague" procession was out in Wanchai last night and made noise enough to frighten a South Sea Islander. If the evil spirit responsible for the plague has any respect for his sense of hearing he should lose no time in clearing out. The junk and sampan people added to the din of gongs, &c. by firing crackers every few minutes. All the lanes in the locality were traversed and the people seemed to think it No. 1 pidgin judging by the expressions of admiration heard from lookers-on.

SPEAKING of the present condition of trade generally in Hongkong, some leading business men informed a *Telegraph* reporter that things are very slow and that money seems to be very scarce. At one time April was a brisk month for every class of trade but the present month is quoted as being the slowest in the past ten years. The rate of exchange doubtless has affected the spending power of the public and of visitors but it is a sad thing at the same time to see the colony making so much less way. It is understood that the plague is in considerable degree answerable for many people leaving Hongkong.

THE Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals :—

Commodore Holland	$25
Dorabjee Nowrojee	20
Chai On Marine Insurance Co., Ltd	20
D. Musso & Co.	15
Lützens Einstmann & Co	10
Jas. Edwards	10
H. N. Mody	10
B. Layton	10
S. A. J.	2
R. M. Mehta	2
E. D. Kotewal	2

A. J. TURNER, of Stockton (Cal.), cannot be convinced that a Chinaman is not up to date on some shortcomings of people making more pretensions to civilization and integrity. This gentleman is now mourning the loss of a Mongol steward named Wong, but his distress is greater over $1400 his supposedly meek and faithful servant has taken across the water with him. Several years ago Wong came to the big almond orchard owned by Turner, near Lodi. So meek, bland and scrupulously honest was the Mongol that the orchardist, far removed from scenes where Chinese tricks are best known, gave Wong full rein—more than would ordinarily be accorded a white man in the same position. So implicit was his trust in his faithful servant that when he reaped his big harvest of several tons of almonds last year he commissioned the Mongolian to go to San Francisco with the crop, believing that the Chinaman could make a better bargain and get more for the nuts than he himself could. Now this evidence of Turner's desire to buy gold bricks was made three months ago. The days ran into weeks and months, and finally he concluded he would not be doing Wong any injustice if a quiet inquiry was made. It took some time to trace the Mongol's movements, but one day recently a shock came when he found that the Chinaman had sold the almonds at a profit of $1,400 after all expenses were paid and then skipped to China, taking with him the proceeds, presumably for safe keeping. It is presumed that Wong is doing well in China, where servants come cheap and water rents are low. Turner makes the best of the situation, but is a Dennis Kearneyite on the subject of Chinese.

A SAILOR of the steamship *Hounslow* was sentenced to four weeks' hard labour at the Harbour Office yesterday for refusing duty when on a voyage from Yokohama to Hongkong.

BY command of the Queen, a Levée was held at St. James's Palace on the 31st March by H. R. H. the Duke of York, on behalf of Her Majesty. The Diplomatic Circle was attended by the Ministers of Japan, China and Siam, and amongst the general presentations were :—Admiral Sir Alexander Buller, K.C.B., on promotion and return from active service, by the First Lord of the Admiralty, and Sir William Robinson, G.C.M.G., late Governor of Hongkong, on being created G.C.M.G., by Secretary of State.

THE P. & O. Company's new steamer *Arabia* had her official trials on the Clyde on 31st ult., and subsequently left for London. The *Arabia*, which was built by Messrs. Caird & Co., of Greenock, is a large screw passenger steamer of 8,000 tons register, with triple-expansion engines, and is capable of steaming at a speed of 18 knots at sea. She is a sister ship of the *India*, *China* and *Egypt*, and is intended mainly for the Indian mail service, as she is, not fitted for cold storage cargo. She left London on her first voyage on April 14 for Bombay.

THE Pollard's Lilliputians are touring South Africa and are doing well. The *Natal Mercury* of 14th ult. says :—"The appreciation of the really clever and enjoyable entertainment provided by the Pollard Lilliputian Company was shown on Saturday evening by the fact that before the doors opened there was not a vacant reserved seat in the theatre, and scores of people who came with the hope of getting in had to go away disappointed. The theatre was simply packed from floor to ceiling, and, despite the great heat even the gods watched every detail of the performance with the closest interest, and listened to the tuneful music with the greatest attention."

IT is stated on War Office authority that on Jan 1, the combined strength of the Regular Army and its First Class Reserve, and of the Home Militia, Yeomanry Cavalry, and Volunteers, was estimated at 641,252. Towards this total the Regular troops serving with the Colours contributed 212,393, the Reserve 82,005, the Militia 105,531, the Yeomanry 9,409, and the Volunteers 231,914. The grand total has been exceeded three times in the period since 1888—in 1894, when it was 641,813; in 1895, 645,306; and last year, 643,668. Allowing for the Regular troops serving in India, Egypt, and the Colonies, there are considerably over 500,000 Regulars, Militia, and Volunteers in the ranks at home.

THE Queen's and Lord Treasurer's Remembrancer has handed to Dr. Badger, medical officer of health for Penicuik, a moiety of the coins the latter unearthed in a plantation on the farm of Mountlothian, near Penicuik, Midlothian. Dr. Badger, on discovering the coins, lodged them with the Queen's and Lord Treasurer's Remembrancer, and an official examination of the collection was made by Dr. Joseph Anderson. The analysis showed that there were in the collection :—Edward I. and Edward II. pennies of the following mints:—London, 101; Canterbury, 68; Durham, 15; Bristol, 8; St. Edmundsbury, 7; Newcastle, 4; Lincoln, 2; York, with quatrefoil on the reverse, 2; Exeter, 1; Kingston-upon-Hull, 1; uncertain, 1; broken, 2. Edward Irish pennies: Dublin, 4; Waterford, 3. Alexander III. pennies: 2 mullets of 6 and 2 stars of 7 points, 3; 4 mullets of 5 points, 1; Robert the Bruce penny, 1; foreign, sterling, 1. A person who accompanied Dr. Badger also forwarded 58 coins, but among these were no fresh mintages, although one of the Alexander III. pennies showed 4 stars and 7 points. A claim for the coins was made by the Lord of the Manor, but after some negotiations, an amicable arrangement has been come to. No satisfactory explanation has so far been discovered as to how so many English coins came to be buried in such a place.

"AT your request," said the kindly critic to the young author, "I have read your book from beginning to end."

"So good of you," returned the young author. "And now I want you to feel that you can speak frankly and tell me just what you think about it. I suppose you saw a great deal in it that you would change if it were left to you."

"No-o," replied the kindly critic thoughtfully. "On the whole I think I may say there was very little."

"Really!" exclaimed the young author delightedly. "Do you know I had an idea you'd tear the whole book to pieces, figuratively speaking of course. I can't tell you how pleased I am. But of course there are some changes that you would advise relative to the publication of a second edition. What are they?"

"There's only one that's of much importance," explained the critic.

"And that?" said the young author inquiringly.

"Why, that's where the hero jumps from the yacht into the ocean to save the heroine from drowning."

"Is it too thrilling? Wouldn't you have him jump after her?" inquired the young author anxiously.

"No, it's not too thrilling," was the reply, "and of course I would have him go in after her; but, you see, they're both rescued. I wouldn't have that."

"You—you wouldn't have them rescued?"

"Certainly not. Let them both drown."

"But this happens in the first chapter—almost the first thing in the book."

"Precisely. That's just when it ought to happen."—*Chicago Post*.

THE SPANISH-AMERICAN WAR.

The U.S. Squadron left Mirs Bay yesterday, with one of the Philippine insurgent chiefs on board the flagship. Should he prove to be all that he claims to be, he will be landed somewhere in Luzon to gather his supporters together and act in combination with the American fleet, with the object of hastening the surrender of the Spaniards. Commodore Dewey will take his vessels as near as possible to Manila and send in a demand for instant capitulation. If the Spaniards do not surrender in thirty minutes, the bombardment will begin. As far as is known, the Spanish warships are all in Manila Bay. It is probable that Manila would have to surrender in an hour at the most.

The *Diario* of the 15th inst. says :—"We have been informed from the Secretariat that H.E. the Governor-General to-day received optimistic despatches concerning the relations between Spain and the United States." Opinions differ as to the definition of the word "optimistic."

The following telegrams from Manila were received after we went to press last night, but they were published in Shanghai several days ago :—

(1). From the Vice-Admiral in command of Philippine squadron :—

"All ports are closed and all lights extinguished on Philippine coast."

(2). From Governor-General of Philippines :—

"Notice has been given that all lights in the Archipelago are extinguished except that of Cape Melville; all neutral vessels going to Manila must stop at Corregidor (island at entrance to Manila-Harbour) and take pilots, to avoid the dangers of the channels."

EXTRAORDINARY PROCLAMATION BY THE GOVERNOR-GENERAL OF THE PHILIPPINES.

"SPANIARDS.—

"Between Spain and the United States of North America hostilities have broken out.

"The moment has arrived to prove to the world that we possess the spirit to conquer those who, pretending to be loyal friends, take advantage of our misfortunes and abuse our hospitality, using means which civilised nations count unworthy and disreputable.

"The North American people, constituted of all the social excrescences, have exhausted our patience and provoked war with their perfidious machinations, with their acts of treachery, with their outrages against the law of nations and international conventions.

"The struggle will be short and decisive. The God of Victories will give us one as brilliant and complete as the righteousness and justice of our cause demand. Spain, which counts upon the sympathies of all the nations, will emerge triumphantly from this new test, humiliating and blasting the adventurers from those States that, without cohesion and without a history, offer to humanity only infamous traditions and the ungrateful spectacle of Chambers in which appear united insolence and defamation, cowardice and cynicism.

"A squadron manned by foreigners, possessing neither instruction nor discipline, is preparing to come to this archipelago with the ruffianly intention of robbing us of all that means life, honour, and liberty. Pretending to be inspired by a courage of which they are incapable, the North American seamen undertake as an enterprise capable of realisation the substitution of Protestantism for the Catholic religion you profess, to treat you as tribes refractory to civilisation, to take possession of your riches as if they were unacquainted with the rights of property, and to kidnap those persons whom they consider useful to man their ships or to be exploited in agricultural or industrial labour.

"Vain designs! Ridiculous boastings!

"Your indomitable bravery will suffice to frustrate the attempt to carry them into realisation. You will not allow the faith you profess to be made a mock of impious hands to be placed on the temple of the true God, the images you adore to be thrown down by unbelief. The aggressors shall not profane the tombs of your fathers, they shall not gratify their lustful passions at the cost of your wives and daughters' honour, or appropriate the property that your industry has accumulated as a provision for your old age. No, they shall not prepetrate any of the crimes inspired by their wickedness and covetousness, because your valour and patriotism will suffice to punish and abase the people that, claiming to be civilised and cultivated, have exterminated the natives of North America instead of bringing to them the life of civilisation and of progress.

"Philipinos, prepare for the struggle and, united under the glorious Spanish flag, which is ever covered with laurels, let us fight with the conviction that victory will crown our efforts, and to the calls of our enemies let us oppose with the decision of the Christian and the patriot the cry of "Viva Espana."

"Manila, 23rd April, 1898.

"Your General
'BASILIO AUGUSTIN DAVILA.'

Another proclamation of the same date declares that any one offering assistance directly or indirectly to the enemy shall be summarily tried by Court Martial as a traitor and be punished with death, and that those who propose the submission of any place besieged by the enemy or spread reports calculated to discourage the defenders shall also be dealt with as traitors and punished with death or penal servitude for life.

A third proclamation declares martial law and requires all able bodied Spaniards to enrol themselves for military service.

There are other proclamations addressed to the Volunteers and to the inhabitants of Manila.

In regard to the relative efficiency of the two navies, there can be no harm in saying that, in the opinion of British naval officers who are acquainted with the Spanish crews, the latter will *stand no chance in an engagement with anything* like an equal force, for the simple reason that they cannot shoot straight. The cause of their inability is not far to seek. Target practice is utterly neglected, because ammunition costs money. As gunnery is the absolutely vital part of all naval training, the case of Spain is hopeless so far as fighting is concerned, and this in spite of the stubborn pride and courage of her men. The general forecast to be made of the result of the war is that the United States will succeed in enabling the Liberationists to conquer Cuba, but that Spain will succeed in driving the commerce of the great Republic from European waters, unless Britain supports its kinsmen. If we open our coaling stations to the cruisers of the States, then they will be able to protect their mercantile marine, but otherwise the lack of the necessary naval bases on the European side of the Atlantic will render such protection impossible.

It is obvious that at this point an unrivalled opportunity presents itself for drawing closer together the severed branches of the Anglo-Saxon race. If the statesmen who direct the affairs of the British Empire can rise to the level of a great occasion, and can disregard a great risk—for there is more than a possibility that Spain may find support in Europe—then the breach opened four generations ago may at last be practically healed, and the allied English-speaking peoples may stand before the world as a single whole, in effect if not in form or name. How pregnant would be the message of that unity to the future progress of the principles of freedom amongst mankind can be grasped fully only by those who realise the frailty, the inadequacy and the insecurity of free institutions amongst the European nations. Italy is weak through poverty; the government of France has passed practically into the hands of the generals of her army; the Austrian Empire is visibly threatened with disruption; in Germany, liberty—as we understand it—hardly exists; in Russia, despotism is open and unashamed. The Russian colossus impends visibly over Asia and Europe; only within the limits of the English-speaking communion has the principle of democracy firm root and upward growth. To stand together as the barrier of human freedom against the tide of militarism and autocracy which threatens to engulf mankind; this may yet be the destiny of the descendants, throughout the world, of the Norman, the Saxon, and the Dane—of the men who, like those to whom Bruce speaks in Burns's song, would rather "Freemen stand, or freemen fa'."

HOCH, DER KAISER!

The following amusing skit on one of the Kaiser's famous utterances—the one about "God and I"—appears in the *Owl*, a Cape publication :—

Der Kaiser auf der Vaterland
Und Gott on High all things gommand.
Ve two! Ach! don'd you understand?
Meinself—und Gott.

Walle some men sing der power divine,
Mein soldiers sing der Wacht am Rhein,
Und trink der healt, in Rhenish wein,
Auf me—und Gott.

Dere's France dot swaggers all arounde,
She's ausgespielt—she's no aggsundt,
To much, ve dinks, she don't amount—
Meinself—und Gott.

She will not dare to fight again;
But, if she should, I'll show her blain
Dot Elsass und (in French) Lorraine
Are mein, by Gott.

Dere's gran'ma dinks she's kein shmall beir
Mit Bores und diegs she interfere—
She'll learn none owns dis hemisphere
But me—und Gott.

She dinks, good Frau, some ships she's got,
Und soldiers mit der scarlet coat—
Ach! Ve could knock dem—pouf—like dot!
Meinself—und Gott.

In dimes auf peace brebared for wars,
I bear the helm und spear of Mars.
We care nicht for ten dousand Czars—
Meinself—und Gott.

In short, I bumor every whim,
Mit aspect dark and visage grim;
Gott pulls mit me, und I mit Him—
Meinself—und Gott.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

THE BITTER CRY OF THE CUSTOMS STAFF.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—Your Editorial on the "Customs Service" in your issue of the 15th inst. has caused favourable comment both by the public and the Custom's Staff. As one who has closely watched the workings of this Service for a quarter of a century will you allow me to make a few remarks thereon. The settlement of the last loan in favour of the British and German banks has much strengthened the position of the Service, it is patent to all unprejudiced residents in the East that the head of the service should be British, and this has been secured by a proviso in the loan arrangements. The service owes its continuance and existence to Sir Robert Hart and it is to be hoped that the former methods will be continued by his successor. There is no doubt but that the present pay of the staff is inadequate—all articles of consumption from foreign countries have doubled in cost to the silver wage earner, while the necessaries of life purchased in China have increased some 25 per cent. if not more, and yet the pay of the service is the same as in 1866 when a gain of 20 per cent. was obtained on remitting funds to Europe, for the education of children, &c. &c.—whereas now a loss of 50 per cent. is the case. Since the service was first established the Chinese Government has not lost a cash by defalcation, the Chinese have had a sure source of revenue to depend on; and, if the Government is capable of gratitude, now is the time to show it by meeting the losses of the staff by an increase equal to the decreased value of the Mexican dollar. If the Chinese Government will not see the way to act in a reasonable and just manner then it behoves the foreign ministers in Peking to take up the cause of their nationals, who, from their very position are unable to act for themselves, besides many from their loyalty to the Inspector General are averse to taking a decided stand for their rights—but if no relief is obtained by the respectful and ably written request already addressed to the head of the service then the measures you suggest in your editorial of the 15th instant *i.e.* appeal to the Ministers, should be made. It is said that gratitude is an unknown quantity with the Chinese, and indeed the inaction of the Chinese Government in the present case seems to prove the expression. The rank and file of the service are equal to any other in the world and it would be quite impossible to replace the present staff with their acquirements and knowledge of procedure, not to mention Chinese knowledge—should they take measures to demand a recognition of their right and failing the same, resign in a body. The majority have devoted much time and money to obtain a knowledge of Chinese in the hope that the future would bring reward, how now can they regard the result? A knowledge of Chinese is of no value outside of the different services unless one obtains a position under high Chinese officials, and we know how precarious such positions are, it follows therefore that the Customs employé is, after several years' service, totally unfitted for commercial life and must depend solely on his ability to command good pay in the Service. Recent events have given the Ministers more opportunity to present the claims of their nationals, to the Customs, to the Chinese Government, and it is to be hoped that they will take advantage of the same, at the same time not interfering with the present régime but fully recognising that Sir Robert Hart has done and will do all possible to relieve the present position of the staff.

AMERI. US.

North Pole, April, 1898.

GERMAN COMPETITION IN THE FAR EAST.

A newspaper in Berlin publishes a letter, dated Hongkong, from a correspondent with Prince Henry's fleet in Eastern Asia, from which we may quote the following sentences:—"I have been struck everywhere, but more especially here in Hongkong, with the evidences of the energetic spirit of German enterprise. Here, as well as in Singapore and Shanghai our countrymen have already got nearly half the entire trade and commerce into their hands. German influence is increasing, moreover, at such a rate as will soon outstrip all competitors. The one field where the English are far ahead of us is in shipping. But here, too, we can point to brilliant achievements. The Reichstag, in granting the North German Lloyd the subventian permitting a fortnightly instead of a monthly service to Eastern Asia, has taken an important step towards the furtherance of Germanism in the East. The reputation that this German line enjoys in this part of the world may be judged from the circumstances that many Englishmen prefer to travel by it. And this in spite of the fact that the well-known Peninsular and Oriental line is not only the oldest and greatest, is not only British but is subventioned by the British Government."

LEGAL INTELLIGENCE.

SUPREME COURT.

IN ADMIRALTY JURISDICTION.

(Before Sir John Carrington, Chief Justice; Comr. Hastings, R.N., and Comr. Henderson R.N., Assessors).

Tuesday, April 5th.

THE "POWAN" AND "KWANGLEE" COLLISION.

In this case the China Merchants Steam Navigation Company, owners of the *Kwanglee*, and the Hongkong, Canton, and Macao Steamboat Company, owners of the *Powan*, claimed damages arising out of the collision which took place in the harbour at about one o'clock on the morning of January 25th between the vessels named

Mr. Francis, Q.C. (instructed by Mr. H. L Dennys) appeared for the owners of the *Kwanglee*, and Mr. Pollock (instructed by Messrs. Deacon and Hastings) for the owners of the *Powan*.

The evidence of Capt. Burnie, Marine surveyor, was to the effect that on January 26th he made a survey of the *Kwanglee* at the China Merchants, wharf. The outfall of the wharf for a distance of between 30 and 50 ft, was in part submerged, and driven eastward. He ascertained the damage to the *Kwanglee*. If the *Powan* had been in collision with her and caused the damage she would have had considerable speed on—say 5 or 6 knots. Evidence was then given as to the damage sustained by the *Kwanglee*. Captain Goddard, witness' partner, surveyed the *Powan* and witness also went over her.

A. Denison, of Denison and Ram, architects, said that he had practised here between 16 and 17 years. He built the China Merchants' Wharf in 1892. The materials used were Manila hardwood, iron bolts and straps. The length of the wharf was 293 feet. Witness made a survey of the wharf in January last and found it bent over and displaced. At the outer end it was displaced bodily for a length of 32 ft. He had since pulled up nine piles for the purpose of repairing the wharf. Five of them from the Praya end were simply bent over and the next four were broken off at the surface of the mud. They were from 14 in. to 16 in. square and were eaten away for 18 in. About 38 feet from the end the wharf described a curve. He gave particulars as to the lines and positions on the charts and said he thought the *Powan* was going at 6 or 7 knots. Had she struck the wharf herself she would have gone right through it. Witness was afterwards cross-examined by Mr. Pollock, who made particular reference to different estimates given by Capt. Burnie and witness as to how much of the wharf was exposed. The original piles were put down from 18 ft. to 22 ft., but last year additional fender piles were put in and he found one of them put down in only 12 ft. This was not to strengthen the wharf but to fend off steamers. When they got through the mud and into the clay a blow of one ton dropping from 15 ft. only drove the pile down an inch.

After Mr. Denny's cross-examination had finished Mr Francis announced that this closed his case.

Mr. Pollock said he would call evidence before addressing the court.

George W. Kew, chief engineer of the *Powan* said he had been in the ship for six years. Her ordinary speed outside the harbour limits was eight knots. Coming into Hongkong on the night of the collision they had slowed down and were doing about 6 knots. At 1 a.m. on the on the morning of the collision he received orders to "stand by" and afterwards got the order "full speed astern". That was at 1.4 a.m. Immediately he reversed the engines full speed. Down below he only felt a very slight shock of collision The engines were then going astern. They had not been doing so for more than half a minute at the outside. His boat finished with the engines at about 2 a.m. Every order witness got was entered in his log.

By Mr. Francis—It was at 11.45 p.m. witness went on duty each night coming down from Canton. There were two engineers on board and witness, although Chief, took a watch. The clock in the engine room was regulated by Hongkong time. They began to let the fires go down about 20 minutes before entering the fairway. That would bring the revolutions down to 55. The shock was about half a minute after the order to go astern was given. They were at full speed, with reduced fires when the order came to go astern.

To His Lordship—The *Powan* was a single screw boat. The horse-power was about 180 nominal. They could reverse the engines in about 10 seconds. He could not say how long it took her to lose her way and go astern.

Archibald Neil Patrick, master of the *Powan*, said he had held his command for one year and nine months. He then gave details as to the tonnage and dimensions of the vessel. The night of the collision he described as being dark but clear. He took the bridge at ten minutes to one when she was abreast of Green Island, the pilot (a Malay) steering. They had him on board all the time. He was actually a quarter-master and was regularly employed on board. Witness and the second mate were on the bridge. The second mate stayed on the bridge till and then went on the forecastle with the look-out man, who had been there before he came. Coming across from Cap-Sui-Moon he steered S. E. by the land. They never steered by the compass but by the land. That course would land them to the westward of the junks in the southern fairway.

The case was adjourned till 10.30 a.m. to-morrow.

THE DEFENCES OF HONGKONG.

In Committee of Supply in the House of Commons on March 25th on the Army Estimates, on the vote for £1,020,700 for works, buildings, and repairs, cost, including staff for engineering services, Mr. Webster referred to the item for building storehouses at Hongkong, and suggested that the defences of that colony ought to be placed in a satisfactory condition before more money was spent in building additional storehouses there.

Mr. Brodrick, in the course of his reply, said that with regard to Hongkong, there were no doubt one or two positions in the neighbourhood which might add in some degree to its security, but these matters had all been carefully considered, and up to the present the War Office had carried out fully the advice of the responsible experts in making provision for the defence of Hongkong.

NEWSPAPERS AND THE LIBEL LAWS.

On the 9th March the Lord Chancellor received a deputation from the Newspaper Society and the Institute of Journalists, who asked legal protection from the abuses of the libel law. Sir John Wilcox, M.P., introduced the deputation. Amongst those present were Sir Charles Dilke, Mr C. Cameron, Mr. Marks, Sir John Leng, Sir H. G. Read, and Mr. Whorlow, secretary of the Newspaper Society, &c. It was pointed out that newspaper proprietors were subject to constant blackmailing on the part of shady solicitors, who induced clients speculatively to bring frivolous actions: that there should be some provision as to security for costs, and that newspapers should be allowed at an earlier stage to consolidate actions brought against them by the same plaintiff for the same alleged libel The Lord Chancellor, in reply, said he thought the hardship proved by the deputation as to liability to frivolous actions by plaintiffs with inadequate means was one which they shared with all classes of Her Majesty's subjects, although newspaper proprietors were, from the nature of their occupation, more exposed to frequent proceedings of that character. With regard to the consolidation of defence by different newspapers, he thought it was desirable that some means of preventing wanton and frivolous repetition of actions should be arrived at, and when such actions were brought about by a shady solicitor, perhaps one remedy might be to make an application of a summary character against the solicitor himself He thought the law did require some amendment with regard to the consolidation of costs. He would give the subject his careful consideration, and consult his colleagues concerning it.—*Scotsman*.

AN UNLUCKY SHIP.

THE "T. F. OAKES CAREER."

The following story of the wrecked American ship *New York* (late *T. F. Oakes*) told in the *Vancouver World*, shows a remarkable run of ill luck:—

The American ship *New York*, late the *T. F. Oakes* has been one of the most unfortunate vessels that ever left the stocks. Misfortune followed her from the day she was launched in Philadelphia until she laid her bones on the beach at Halfmoon Bay. When she was loaded and ready to sail from Philadelphia for Port Townsend of her maiden voyage old sailors said that she would have a terrible time of it rounding the Horn. At that time she was the loftiest sparred ship in the world and the old sailors' predictions came true. She was dismasted on that voyage and put into Valparaiso in distress. She was repaired and started again for Puget Sound, but again the masts were blown out of her and she was towed back to Valparaiso for the second time. On her third attempt she got well up the Pacific coast, but was caught in another gale off Columbia River and finally had to be towed to Port Townsend in distress. On her second voyage she was sent out to China and was caught in a typhoon and nearly wrecked. She was thrown on her beam ends, and a steamer picked her up and towed her into Hongkong. The latter part of 1896 she started from China for New York, and was 264 days making the trip. She was so long overdue that she was given up for lost, and 80 guineas per cent reinsurance was paid on her. During that voyage some of the crew died from scurvy, and nearly all the others were so sick from the disease that they could not work the ship, and had to be driven to their stations with ropes ends and belaying pins. It is as a "hard ship," therefore, that the New York is best known. She never made an American port without the captain or mate being arrested for beating the men. As a general rule they got off, but the trip from Hongkong settled the captain and the mate, both of whom, were punished by the Federal Court of New York. In May, 1893, Captain Reid and First Mate McKay of the *Oakes* (now the *New York*) were arrested on twenty-eight charges in San Francisco. Six seamen give evidence and showed the wounds inflicted by the officers, but both of them got off on a technicality. In February, 1895, Captain Reid and Second Mate Ross were arrested in San Francisco on a charge of extreme cruelty and murder. Frederick Owens, able seaman, was assaulted, dragged out of the forecastle and compelled to work during the very cold weather off Cape Horn, notwithstanding that he complained of sickness. Owens couldn't work, but was ordered to "walk the deck." He was given no medical aid, except a dose of salts and a mustard plaster. Two days later he died. Later "a simple minded Swede" named J. Johnson failed to address the second mate as "sir," and was knocked down and kicked in the eye by Captain Reid. The second mate ran away to escape trial, and the captain was again acquitted on a technicality.—After that the ship went to Nanaimo, B. C., to load coal for Santa Rosalia, and four crews deserted one after the other before she could get away. Then came the fearful voyage from China, and that sickened even the owners. The name of the ship was changed to *New York* and an entire new crew, with Captain Peabody as master put aboard of her. He had been successful as master of the *Tam o' Shanter*, and during one voyage left New York the same day as the Shenandoah, and they both came in through the Golden Gate together in the fast time of 111 days. Captain Peabody made one trip in the *Sindram* after leaving the *Tam o' Shanter* and then he accepted command of the New York. But his advent did not relieve the "hoodoo." After leaving Hongkong she lost her foremast in a gale and had to put back for repairs. A second start was made, but misfortune again overtook her. In another gale she lost her foretopgallant mast and foretopsail yard, and altogether there were five serious accidents during the voyage. Captain Peabody had his hands full during the voyage. His crew became mutinous, and the belaying-pin had to be used occasionally in order to get any work out of the men. The *New York* and *Tillie E. Starbuck* were sister ships, but there the resemblance ends, as the former has been a continuous failure while the *Starbuck* has been a success. The *New York* was an iron ship, built by the American Ship Building Company of Philadephia in 1883. She was 255 feet long, 40 feet 6 inches broad and 23 feet 5 inches deep. She was 1897 tons burden.

SIR WILLIAM VAN HORNE.

PRESIDENT OF THE CANADIAN PACIFIC.

Sir William Van Horne, President of the Canadian Pacific Railway and Steamship Co., is a remarkable man and has had a remarkable career. He was by birth a Yankee, but became British some fifteen years ago. The *Railway Age* (Chicago) says that he must be feeling somewhat well satisfied at present, with an increase in the Company's net income for the year 1897 of a little over $2,000,000, as compared with 1896, and the dividend on common stock increased from 2 to 4 per cent.

William Van Horne was born in Illinois and began his railway life as a telegraph operator on the Illinois Central in 1856, when he was only 13 years old. Four years later he went to the Michigan Central, where he stayed for six years, and then, in 1864, became an agent and operator on the Chicago & Alton. In nine months he had been appointed to his first official position as superintendent of telegraph of that road. He was general manager and president of the Southern Minnesota in 1877; general superintendent of the Chicago & Alton in 1879, and general superintendent of the Chicago Milwaukee & St. Paul from 1882, when he went to the Canadian Pacific as general manager. In 1884 he was made vice-president, and president in 1888.

It is a remarkable career—from operator and agent at small country stations in the western state to the presidency of the Canadian Pacific and a knighthood. (He is a K. C. M. G.) And Sir William is a remarkable man in other ways than as a railway manager. Had he chosen to make painting his profession, he would undoubtedly have been among the great artists of this generation, for even as it is, the work with the brush that he loves to do in the intervals of his serious labor shows extraordinary power and artistic sense. He is a lover of all things beautiful and has in his home in Montreal one of the three or four really great private collections of Japanese ceramics in the world. Stories of his ability as a mind-reader are numerous and (what is more unusual) true. Whatever the strange faculty may be that enables one mind to read what is passing in another, Sir William possesses it in a high degree, and if at any time he had cared to exploit his capacity for public uses he could undoubtedly do any of the things that made Bishop or other professional readers famous. In public affairs in the Dominion it is not necessary to say that he is a power. From time to time rumours are circulated to the effect that he is about to retire from the presidency of the Canadian Pacific. He himself makes no secret of the fact that he looks forward to the time when in his opinion his work will have been so rounded out that he can with satisfaction and confidence resign it to other hands; and himself find some of that leisure that he could use so well. He is a man of too many sides and too broad sympathies to be content always with the routine of any daily work, however large, and at the same time too earnest and too capable a worker to be willing to leave any work half done.

A SECOND BABYLONIAN STORY OF THE FLOOD.

The recent discovery at Abou-Hubba near Babylon of a fragment of another tablet referring to the Deluge, also ded special interest to the March meeting of the Victoria Institute, London.—The chair was taken by Professor Hull, L.L.D., F.R.S., late director-general of the Geological Survey of Ireland. The election of new home, colonial, and American members having been announced by the honorary secretary, Captain F. Petrie, Mr. Theo. Pinches, the Assyriologist, one of the Council, gave an interesting account of the tablet in question. He first referred to the fact that it was now many years since the late George Smith gave to the world a description of the Babylonian "Deluge" tablet, the purport of the story of which was in some respects similar to, and in others different from that of the Hebrew record. Since then much had been written upon the subject, but no fresh light had been thrown upon it, until the recent discovery by Father Scheil of part of a tablet at Aboo-Hubba, the "Sippara" of the Bible. A careful examination of this showed that it was the left hand portion of a tablet of eight columns, which contained the introduction to another version of the record of the Deluge, which it was to be hoped further research at Aboo-Hubba might reveal. The fragment found was interesting for many reasons, as it not only gave the name of the scribe, and the date, about 2000 B.C., but it differed in some points from George Smith's tablet, such as, for instance, the mention of a swallow. It was interesting to note, in passing, that the fragment was found at a place where, tradition said, Noah buried the records. Mr. Pinches drew attention to the significance of some of the names used in both tablets, and pointed out that there was evidently a common origin for both records. He had noted that the date of the inscription, 2000 B.C., was by no means ancient, and if one were to judge by the language of the tablets under consideration, it was much more modern in style than that used in the Hebrew narrative, which was manifestly the most ancient in character.

A discussion ensued, in which some interesting points in the text of the tablet were discussed, and the meeting terminated.

NOTANDA.

CALENDAR.

APRIL.

Meteorological means based on ten years' observations to 1895.

Barometer	29.958
Thermometer	69.7
Humidity	86.0
Rainfall	7.58

TO-DAY.

WEATHER REPORT.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	30.01	29.93
Thermometer	70	72
Humidity	85	77
Rainfall	0.01	

TO-DAY.

Thursday, 28th April, 1898.

Chinese—*8th of 4th moon of 24th year of Kwong-sü.*
Jewish—*6th Ylar, 5658.*
Mohammedan—*6th Dulhaggia, 1315.*
Sun—*Rises* *5hr. 37min.*
Sets *6hr. 23min.*
High water—*Morning* *none.*
Afternoon *0hr. 31min.*
Low water—*Morning* *none.*
Afternoon *0hr. 23min.*
No inferior high or low water.

ANNIVERSARIES.

1400—Chaucer died.
1789—Mutiny of the Bounty.
1884—Ratification of Korean treaty with England.
1888—Privy Council for Japan constituted by Imperial Decree.
1896—The sentences passed upon the Reform leaders at Pretoria commuted.

TO-MORROW.

Friday, 29th April, 1898.

Chinese—*9th of 4th moon of 24th year of Kwong-sü.*
Fête of Sin Kai, ruler of Heaven, of Earth and of Hades; also a fête of Buddha.
Jewish—*7th Ylar, 5658.*
Mohammedan—*7th Dulhaggia, 1315.*
Sun—*Rises* *5hr. 36min.*
Sets *6hr. 25min.*
Moon—*First Quarter 9hr. 41min. a.m.*
High water—*Morning* *none.*
Afternoon *1hr. 36min.*
Low water—*Morning* *none.*
Afternoon *10hr. 20min.*
No inferior high or low water.

ANNIVERSARIES.

1856—Crimean War ended.
1876—Piracy of a fishing junk near Cape D'Aguilar, Hongkong; 9 of the crew murdered.
1879—Alexander of Battenburg elected Prince of Bulgaria.
1892—Great hurricane in Mauritius; over 1,000 lives lost.
1897—Earthquake at Guadaloupe; many killed enormous damage. Departure of Dr. Ayres.

SHIPPING AND MAIL NEWS.

MAILS DUE:

American *(Belgic)* 30th inst.
Tacoma *(Victoria)* 30th inst.
Indian *(Catherine Apcar)* 2nd prox.
German *(Prussian)* 3rd prox.
American *(Peru)* 10th prox.
Canadian *(Empress of Japan)* 11th prox.

* * *

THE O. & O. S. S. Co.'s steamer *Belgic*, with mails, etc., left Shanghai for this port at 3 p.m. yesterday, the 27th inst.

* * *

THE Canadian Pacific Railway Co.'s steamer *Empress of China*, arrived at Vancouver at 6 a.m. yesterday, the 27th inst.

* * *

WE are informed by the Agents of the Hamburg American, that the steamer *Adria*, from London, Hamburg and Antwerp, left Singapore for this port yesterday, and may be expected here on or about Monday, the 2nd prox.

HONGKONG AND WHAMPOA DOCK RETURNS.

Holstein	at	Kowloon	Dock
Isidoro Pons	"	"	"
Sishan	"	"	"
Hohenzollern	"	"	"
Haitan	"	"	"
Nanyang	"	"	"
Copiic	"	Cosmopolitan	"
Sungkiang	"	"	"
China	"	"	"

SWATOW.

Arrivals.	*from*	*Agents.*
Apr. 26 *Hongleong*	Amoy	L.Y.S. & Co.
26 *Wingsang*	Shanghai	J. M. & Co.
27 *Haitan*	Amoy	J. M. & Co.
27 *Thales*	Hongkong	J. M. & Co.
Departures.	*for*	*Agents.*
Apr. 26 *Jason*	Singapore	B. & S.
27 *Tamsui*	Taiwanfoo	B. & S.
27 *Hongleong*	Shore	L.Y.S. & Co.
27 *Haitan*	Hongkong	J. M. & Co.
27 *Thales*	Amoy	J. M. & Co.

IN PORT—*Devawongse, Hothow, Wingsang.*

PASSED THE CANAL.

OUTWARD—*Wennington Hall*, 15th March—*Bullmouth, Adria*, 18; *Nadjed Nyanza, Tevistdale*, 22; *Chingwo, Tantalus, Trentham*, 25; *Baulawera, Flintshire, Morven, Siam*, 29; *Ntobe, Otterspool*. 1st April—*Marguti Bacquehem, Myrmidon*, 5; *Glenesk, Kremhild, Armenia, Indrani, Kilburn, Undaunted*. 12; *Java, Nestor, Yarra, Egremont, Castle, Fallodon Hall*, 15; *Breconshire, Agamemnon, Katsow, Yarra, Arizona, Cyprus*, 19; *Maria Valerie, Oak Branch*, 22; *Sydney, Vindobona, Labuan*, 26.

HOMEWARD—*Pingsuey, Diomed*, 29th March *Amphitrite*, April 1; *Natal* 5; *Herika, Lyderhorn*, 12; *Erato, Crefeld, Polyphemus*, 15; *Orwell*, 19; *Bayern, Japan, Oceanien*, 22

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites, for *Rickets, Marasmus* and all wasting disorders of children, is very remarkable in its results. The rapidity with which children gain flesh and strength upon it is very wonderful. Read the following:—"I have tried 'Scott's Emulsion' in case of wasting in young children; and I am of opinion that it is a valuable preparation for such cases. The children take it and ask for more, and the good effects are apparent. I consider it far superior to ordinary Cod Liver Oil."—J. MARSHALL, M.R.C.S., &c., 143, Grange Road, Bermondsey, S. E. Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China:—Watkins & Co., Hongkong.—[*Advt.*

Hotels.

WINDSOR HOTEL,
HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as "CONNAUGHT HOUSE," offers First-class Accommodation to Residents and Travellers.

Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant.

Favourable Arrangements made for Families and for Monthly or Extended Periods.

BILLIARDS.

P. BOHM,
Proprietor & Manager.

Hongkong, 3rd April, 1895. [21

THE KOWLOON HOTEL Is now refitted and reopened as a thoroughly HIGH-CLASS HOTEL, with everything of the very best, Splendid Suburban Situation, Unrivalled in the Colony. Cuisine a Speciality; none to compare. Liquors of carefully selected quality. Billiard-tables and Bowling-alleys excellent.

J. W. OSBORNE,
Proprietor.

April 2nd, 1898. [485

I SAY! HERE'S SOMETHING GOOD.

THE OLD MAN'S ON DECK AGAIN AT THOMAS'S GRILL ROOMS.

WHAT'S THE MATTER WITH THIS TARIFF:—

BREAKFAST	$ 0.55
TIFFIN	0.75
DINNER	1.00
3 MEALS DAILY (Monthly Rate)	40.00
1 TIFFIN "	15.00
1 DINNER "	20.00
TIFFIN & DINNER "	30.00
BREAKFAST & TIFFIN "	25.00
BREAKFAST & DINNER "	28.00

BEST OF VIANDS SERVED IN THE BEST OF STYLES.

J. E. GOODCHILD,
Manager.

37]

Consignees.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

CONSIGNEES of CARGO per Steamship "CHINA,"

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN,
Agent.

Hongkong, 22nd April, 1898. [1-w 1

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "ARGYLL,"

FROM PORTLAND, OREGON, YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARLILL & Co.,
Agents.

Hongkong, 23rd April, 1898. [1-w 4

To Let.

TO LET.

DWELLING HOUSES:—

No. 2 RIPON TERRACE.
BAHAR LODGE—at the PEAK.
FLOORS in STAUNTON and ELGIN STREETS.
COAL GODOWNS, PRAYA EAST.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, 15th March, 1898. [12

TO LET.

THREE ROOMS on 2ND FLOOR No. 8, Queen's Road Central, Suitable for OFFICE, Rent Moderate.

Apply to
Mr. SUI SANG,
On the premises.

Hongkong, 7th March, 1898. [247

Intimations.

KUHN & KOMOR,
JAPANESE FINE ART CURIOS,
21 & 23, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA
and
36, DIVISION STREET, KOBE.

Hongkong, 15th March, 1898. [24

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVERSMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES
Nos. 54 & 56, Queen's Road Central. [40

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

Sole Agents in the East for the amalgamated CLEMENT, HUMBER and GLADIATOR Co., Ld., DUNLOP TYRE'S BICYCLES—PRICE...$185.
A special reliable Watch made for this Climate
Quality A.....$16
Quality B.....$12
10, *QUEEN'S ROAD CENTRAL*,
41) Opposite the Telegraph Office.

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A PAMPHLET containing the Series of Articles by the *Telegraph's* Special Correspondent entitled
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ALSO
The new TRANSIT PASS RULES, providing for the sale of goods *en route* to inland markets.

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Hongkong, 18th March, 1898.

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MANUFACTORY
all sorts of
OIL PAINTS and COLOUR-WASH
PREPARED IN ALL COLOURS
TO SUIT PURCHASERS.

93, PRAYA EAST, WANCHAI.

Hongkong, 4th April, 1898. [29

TAKE NOTE

IT IS UNIVERSALLY ADMITTED THAT

TO indicate the exact use of words, no DICTIONARY can compare with the New Edition of

WEBSTER'S DICTIONARY.

At the office of the *Hongkong Telegraph* you can see, and procure for SIX DOLLARS, a Copy of the *Webster* of *Websters*, the latest and most emphatic proof that *Labor omnia vincit*.

Intimations.

THE MICASTOS FACTORY.

Mr. C. HOLDSWORTH,
Superintendent at Works,
Sawkwan Road,
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THE GENERAL MANAGERS are prepared to enter into contracts for covering boilers and steam pipes with either Mica or Asbestos Compositions at the following quotations:—
55 cts. per superficial square foot for boilers.
65 " " steam pipes.
Exposed Steam-Pipes needing extra wrapping and Canvas and tar dressing will be treated with the above Compositions at $1.05 per superficial square foot.

A Stock of the Compositions is kept ready for sale packed in 6 cwt. casks. Price for ton lots $100 per ton F.O.B. or in smaller quantities at $6 per cwt. F.O.B.

All works will be under the personal supervision of Mr. Holdsworth and all orders must be sent through the undersigned.

SHEWAN TOMES, & CO.,
General Managers.

Hongkong, 11th March, 1898. [240

THE CHINA AND JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE,
OPEN DAY AND NIGHT.

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EXCHANGE LINES, $80 Per Annum.
PRIVATE LINES, $100 Per Annum.

NO CHARGE FOR INSTALLATION.

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BATTERIES,
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LIGHTNING CONDUCTORS,
SWITCHES,
TELEPHONES,
WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

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Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—13, PRAYA CENTRAL.

For full particulars &c., &c.,
Apply, to
W. STUART HARRISON,
Manager.

Hongkong, 18th January, 1898. [135

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1803 [450

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

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BUTUAN, Spanish str., Madriago—Brandao & Co.
IMBERHORNE, British ship, Lever—Shewan, Tomes & Co.
LIGHTNING, British str., S. G. Spence—D. Sassoon, Sons & Co.
WESTBURG, Russian bk., Tuckow—Gilman & Co.

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With a Critique on the Week's play, the Festivities connected with the Carnival and the batting and fielding of the various teams.

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Orders will be promptly attended to by
The Manager
"THE HONGKONG TELEGRAPH" OFFICE,
No. 6, Pedder's Hill.

Hongkong, 20th November, 1897. [1731

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
YAMASHIRO MARU J. Jones	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.....	FRIDAY, 29th April, at 4 P.M..
HAKATA MARU..... R. Nivison	YOKOHAMA (DIRECT)	THURSDAY, 5th May, at 4 P.M.
IDZUMI MARU R. Nunome	KOBE and YOKOHAMA	THURSDAY, 12th May, at 4 P.M.
SAGAMI MARU T. Murai.....	VLADIVOSTOCK, VIA SHANGHAI, CHEFOO, CHEMULPO, NAGASAKI, FUSAN and GENSAN.....	FRIDAY, 13th May, at 4 P.M.

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A. S. MIHARA,
Manager.

Hongkong, 27th April, 1898 [6

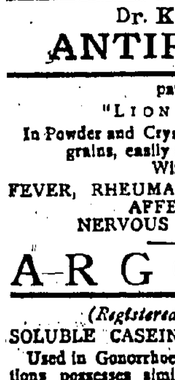
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"LION BRAND."
In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.
FEVER, RHEUMATIC AND NEURALGIC AFFECTIONS,
NERVOUS AFFECTIONS.

A-R-G-O-N-I-N.
(Registered Trade Mark.)
SOLUBLE CASEIN-SILVER PREPARITION.
Used in Gonorrhœa in 1 to 2 per cent. solutions possesses similar bactericida action to silver nitrate, but is distinguished by complete absence of irritating properties.
It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.,
SOLE AGENTS FOR CHINA.
BEWARE OF SPURIOUS IMITATIONS! [34

DR. OVERLACH'S
MIGRAININE
"LION BRAND"
(ANTIPYRINE—CAFFEINE—CITRATE)
(1) Excellent results in *the severest cases of migrainine*, as well as in *headache arising from alcoholic, nicotine and morphia poisoning, neurasthenia, influenza, grippe, etc.*
(2) The *best antipyretic*, even in threatened collapse, because the caffeine of Migrainine acts simultaneously as an *analeptic*.
☞ Use only DR. OVERLACH'S MIGRAININE, "Lion Brand," and always prescribe "MIGRAININE HOECHST."
The best medium dose for adults is 17 grains, given once or twice daily in powder or in solution.
Sole Manufacturers:—
FARBWERKE VORM. MEISTER LUCIUS & BRUNING, HOECHST O. M.
Literature of the above Preparations supplied gratis at request to medical men.

TO THE DEAF!
A RICH LADY cured of her deafness and noises in the Head by Dr. NICHOLSON'S Artificial Ear Drums sent £1000 to his Institute so that Deaf Persons who have not the means to procure the Ear Drums may have them free. Apply by letter to—C. G. BRIGHT, Secretary, 54, Bow Lane London, E.C. [72



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Garden Watering Boxes and Apparatus.
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E. GUESNIER, E.G.P.,
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Hydropathic and Massage Apparatus supplied to the Vichy Co. Vapour Baths (Berthe system).
Apply to—
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GRIMAULT'S SYRUP
OF
HYPO-PHOSPHITE of LIME
FOR DISEASES OF THE CHEST
All suffering from **Catarrh, Consumption, Obstinate Coughs or Colds** and those affected with diseases of the **Chest, Lungs and Bronchial Tubes**, should take
GRIMAULT'S SYRUP of HYPO-PHOSPHITE of LIME
Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medecines have failed.
Grimault's Syrup immediately arrests the **Cough**, Spitting of blood and **Nightsweats**, and the **Appetite** improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.
Grimault's Syrup has a rose colour, and is sold in flat oval bottles. **Beware of Imitations.**
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DENTISTRY.
DR. SUI SANG,
(Lately Practising with DR. I. SAKATA),
DENTIST,
No. 8, Queen's Road Central.
Hongkong, 9th February, 1898. [52

MER CHEUNG,
PHOTOGRAPHER,
TOP FLOOR ON ICE HOUSE, IN
Ice-House Road.
IS now in a position, in his New and Commodious Premises, to outrun, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.
GROUPS AND VIEWS
A speciality.
Hongkong, 22nd September 1894 [40

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BUYERS' GUIDE
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MONTGOMERY WARD & CO.
THE GREAT MAIL ORDER HOUSE.
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THE LEADING CATERERS.
COMPARE OUR
MENU, BILLIARD TABLES and LIQUORS to all others.
THE GRILL ROOM.
Hongkong, 1st September, 1897. [39

TO SHIPMASTERS.
ENQUIRE where your FRESH WATER is obtained by the Water Boats; as FOUL WATER is the cause of much sickness on board Ship.
We are the only Water-Boat Company in Hongkong exclusively Supplying FILTERED WATER.
Call Flag "W."
J. W. KEW & Co.,
STEAM WATER-BOAT CO.,
18, Praya Central.
Hongkong, 9th October 1895. [45

SIEN TING,
SURGEON DENTIST,
No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE,
Consultation free.
Hongkong, 27th September, 1895. [42

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND TAIWANFOO.
THE Company's Chartered Steamship
"NANYANG,"
Captain Lehmann, will be despatched for the above Ports TO-MORROW, the 29th Instant, at Daylight.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 28th April, 1898. [570

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship
"KUTSANG,"
Captain Bradley, will be despatched as above on SATURDAY, the 30th instant, at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 25th April, 1898. [560

CHINA NAVIGATION COMPANY, LIMITED.
FOR TIENTSIN.
THE Company's Steamship
"KWEIYANG,"
Captain Outerbridge, will be despatched as above on SATURDAY, the 30th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 26th April, 1898. [568

MOGUL-WARRACK-MILBURN LINE.
FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship
"LENNOX,"
will be despatched as above on SATURDAY, the 30th Instant.
S.S. "ENERGIA".....about 15th May.
S.S. "MACDUFF" " 25th May.
S.S. "AFRIDI" " 5th June.
S.S. "PATHAN" " 15th June.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 26th April, 1898. [63

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship
"MENELAUS,"
Captain Towell, will be despatched as above on MONDAY, the 2nd May.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 26th April, 1898. [569

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.
THE Company's Steamship
"HYSON,"
Captain John S. Hogg, will be despatched as above on or about MONDAY, the 2nd May.
For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 27th April, 1898. [573

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT, DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship
"CHANGSHA,"
Captain Williams, will be despatched as above on TUESDAY, the 3rd May, at 4 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 26th April, 1898. [556

HAMBURG AMERICA LINE.
(EAST ASIATIC SERVICE.)
FOR LONDON, HAMBURG AND ANTWERP.
(Taking Cargo at through rate to AMSTERDAM, LISBON, OPORTO, LIVERPOOL, GLASGOW, NORTH and SOUTH AMERICAN PORTS.
THE Company's Steamship
"ANDALUSIA,"
Captain Schröter, will be despatched for the above Ports on or about the 7th May.
For Freight, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 25th April, 1898. [566

EAST ASIATIC COMPANY, LIMITED.
FOR HAVRE, ROTTERDAM AND COPENHAGEN.
THE Company's Steamship
"SIAM,"
Captain C. Cold, will be despatched as above on or about the 14th May.
For Freight or Passage, apply to
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 26th April, 1898. [541

SAILING VESSELS.

FOR SAN FRANCISCO.
THE British Barque
"WEST YORK,"
W. L. Forster, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 7th March, 1898. [352

FOR SAN FRANCISCO.
THE 100 A 1 British Ship
"IMBERHORNE,"
Lever, Master, Shortly expected here, will load for the above port and will have quick despatched.
For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 19th March, 1898. [414

Shipping.

STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship
"QUEEN MARGARET,"
will be despatched as above on or about the 25th May, 1898.
To be followed by
S.S. "ST. NINIAN," on or about 15th June, 1898.
S.S. "CRAIGEARN," on or about 30th June, 1898.
For Freight, &c., apply to
SHEWAN, TOMES & Co.
Agents.
Hongkong, 20th April, 1898. [485

Mails.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).
THE Steamship
"VERONA,"
Captain C. H. S. Tocque, R.N.R. carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 30th April, at Noon, taking Passengers and Cargo for the above Ports.
Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London.
Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further Particulars, apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 18th April, 1898. [5

NORTHERN PACIFIC STEAMSHIP COMPANY.
VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.
PROPOSED SAILINGS FROM HONGKONG.
FOR VICTORIA, B.C., AND TACOMA
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

Victoria	3,167	J. Truebridge ...	May 10.
Olympia	2,608	T. H. Dobson ...	May 21.
Arizona	5,164	J. Panton, R.N.R.	June 14.
Tacoma...	2,549	A. Dixon	July 2.

ALSO
FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVIGATION COMPANY.

Argyll ...	2,907	W. Ward	April 28.
Braemar	3,601	E. Porter	June 4.
Mogul ...	3,654	W. H. Wright ...	June 18.
Columbia	2,605	A. Gow.....	July 9.

THE attention of Passengers is directed to the very cheap rates offered by this Line, HONGKONG TO LONDON £47.
Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.
HONGKONG TO NEW YORK £41.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.
HONGKONG TO TACOMA £28.
Rates of Passage to other Points on application.
Special rates allowed to members of Government Services.
Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.
Consular Invoices of Goods for United States Points should be in quadruplicate; and *one copy must be sent forward by the steamer* to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).
Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.
For further information apply to
DODWELL, CARLILL & Co.,
General Agents.
Hongkong, 22nd April, 1898. [4

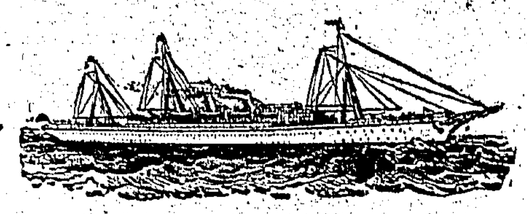
NORDDEUTSCHER LLOYD.
NOTICE.
STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT-SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS:
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Preussen	Wednesday	25th May.
Sachsen	Wednesday	22nd June.
Bayern	Wednesday	20th July.
Prinz Heinrich ...	Wednesday	17th Aug.
Darmstadt	Wednesday	14th Sept.
Preussen	Wednesday	12th Oct.
Sachsen	Wednesday	9th Nov.
Bayern	Wednesday	7th Dec.
Prinz Heinrich ...	Wednesday	4th Jan. '99.

ON WEDNESDAY, the 25th day of May, 1898, at 9 A.M., the Company's Steamship "PREUSSEN," Captain R. Heinisz, with MAILS, PASSENGERS, SPECIE & CARGO, will leave this Port as above, calling at NAPLES and GENOA.
Shipping Orders will be granted till NOON on MONDAY, the 23rd May. Cargo and Specie will be received on board until 5 P.M. on TUESDAY the 24th May, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 24th May. Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.
Linen can be washed on board.
For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 27th April, 1898. [571

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1898.  1898.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.
PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R.....WEDNESDAY, 18th May, 1898.
EMPRESS OF CHINA...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 8th June, 1898.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 29th June, 1898.
THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.
Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.
THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.
For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedder's Street.
Hongkong, 28th April, 1898. [3

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.
TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.
VIA INLAND SEA OF JAPAN AND HONOLULU.
PROPOSED SAILINGS FROM HONGKONG.

Belgic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 10th May, at Noon.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 28th May, at Noon.
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Thursday, 16th June, at Noon.

THE Company's Steamship
"BELGIC,"
will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 10th May, at Noon.
Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.
Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.
Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.
Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*
All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.
Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.
For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.
J. S. VAN BUREN, Agent.
Hongkong, 16th April, 1898. [2

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,
PRAYA CENTRAL, HONGKONG.
SOAP MANUFACTURERS.
SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND.
HARTMANN'S GREY PAINT.
DAIMLER'S PATENT MOTOR LAUNCHES.
&c., &c., &c.
Sole Agents for
FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 14th May 1896 [19

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.
VIA INLAND SEA OF JAPAN AND HONOLULU.
PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea Yokohama and Honolulu	Saturday, 30th April, at Noon.
Peru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Thursday, 19th May, at Noon.
City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 7th June, at Noon.

THE U.S. Mail Steamship
"CHINA,"
will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 30th April, at Noon, taking States and Passengers and Freight for Japan, the United Europe.
Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.
Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.
Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct line.
Particulars of the various routes can be had on application.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.
Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.
J. S. VAN BUREN, Agent.
Hongkong, 9th April, 1898. [1

NOTICE TO AMERICAN CITIZENS.
AMERICAN CITIZENS residing in the CONSULAR DISTRICT of CANTON, which includes SANSHUI, WUCHOW, MACAO, SWATOW, HOIHOW and PAKHOI, are REQUESTED to REGISTER at the Consulate either personally or by certificate setting forth the date and place of birth and last residence in the United States.
The advantages of registration are obvious and may prove of value in time of need.
There is no fee or charge for registration.
EDWARD BEDLOE,
U.S. CONSUL.
United States Consulate,
CANTON, China, 1st February, 1898. [292

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